

September 2019

GALTtraffic

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Arnie at the controls

Cross-Country to Colorado

When Arnie Quast, President of EAA Chapter 932, first asked JT if he might like to come along on a cross-country flight to Colorado, JT hesitated - for a fraction of a second. JT, aka Justin Thuma, recipient of the first *Ed Moricoli Memorial Scholarship* and Treasurer of EAA 932, replied, "Heck, yeah!" and then checked his schedule.

The flight, which took place immediately after this year's AirVenture, was in a 1967 Cherokee 180 belonging to long-time Chapter member Larry Schubert. Larry and his wife recently moved to Fort Collins, Colorado.

That Cherokee, affectionately called *Lucy*, is an airplane that Arnie and Justin know well. Between Larry and Arnie, *Lucy* has flown over 300 Young Eagles. It was Arnie who gave JT his first ride in it when he was 13 years old. Larry was at a point in the move where he needed to find a good way to get his

airplane to its new home. One day, while discussing the problem, Arnie suggested that he could ferry the plane to Colorado. From a practical standpoint,



JT and Arnie with *Lucy* at Galt

a flight like that wouldn't be unusual. Larry agreed. A few days later, Arnie asked JT.

Arnie and JT did some basic kitchen table planning, Arnie plotting out the route on paper sectionals and JT using ForeFlight. Both say they learned a good deal from the other. Originally, Arnie thought about taking a more northern route through the Dakotas, making a longer but more interesting

Cross-country take-aways:

- Flight plans were filed through Leidos.
- Good cell coverage was found during the entire flight.
- The team made good use of **Flight Following** during the entire trip. They took off and contacted *Rockford Approach*, who, a short time later, passed them on to *Chicago Center* who tracked them beyond their stop in Ames, IA. *Minneapolis Center* then provide service almost to North Platt, where they were handed off to *Denver Center*. Arnie said that requesting Flight Following was super simple using the basic 3 W's: *Who you are, Where you are, and What you want to do.*
- Once beyond Illinois, there was very little radio traffic until they reached Colorado.
- Arnie noted the need to lean the engine before takeoff at higher altitude airports to obtain maximum rpm.
- Total flight time was 8.8 hours. Total trip time was 24 hours.
- There were no surprises from Lucy or the weather.



Larry and Lucy at home in Colorado

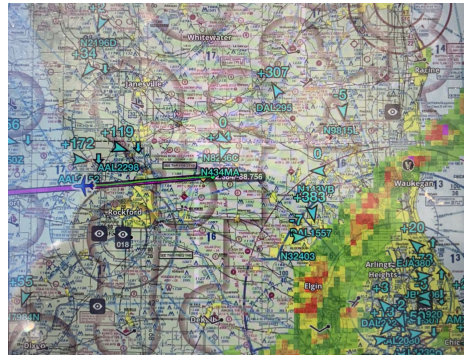
[Click here to see more photos of Arnie and JT's cross-country](#)

trip out of it. However, timing dictated otherwise. Instead, the flight plan was what Arnie referred to as “a pretty vanilla route, directly West, straight across Iowa, Nebraska into Colorado.” Justin suggests, with a grin, that it may qualify as the world’s most boring trip, second only to driving the same route.

As launch day approached, Arnie watched the prog charts for weather.

Lucy In The Sky

The pair had planned to take off at dawn, but a front was moving through keeping them on the ground until



11:30AM. Finally, the Cherokee lifted off and they pointed the nose west, with thunderstorms exploding behind them over O'Hare.

As they approached the Mississippi, the ceiling lifted. Dubuque was off the right, then Cedar Rapids to the left, followed by Des Moines. They were making 85 kph. Arnie's wife had packed sandwiches which, JT says, provided great “in-flight meals.”

After 2.5 hours in the air, they agreed that it was a good time to refuel. Distance and reasonable gas prices pointed to Ames as a good first stop. They refueled and took off, flying on past Omaha.

The afternoon stretched into a warm, somewhat bumpy flight. When Arnie



Refueling in Wahoo, NE

spotted Wahoo Municipal Airport on the sectional, the decision to was made to stop, take a break and see what was there. Arnie remembers that gas was inexpensive but the pumps were a puzzle to figure out. They added fuel, took some pictures and headed west again, this time climbing into cooler, more comfortable air.

Cruising at 8500 feet, they pushed on to North Platt where they would spend the night. There they found the FBO, Trego/Dugan Aviation to be very friendly. Arnie and Justin were able to hangar the Cherokee, grab a steak dinner at a local bar and enjoy a restful night at the local Hampton Inn.

The next morning, it was on to Colorado. They made a beeline for Fort Collins where Larry Schubert was waiting to introduce Lucy to her new hangar.

The return flight was in what they described as true, first-class comfort aboard a SkyWest Embraer E175. Unfortunately, it wasn't a direct flight into Galt, but they did get a nice tour of the cockpit! 



JT at the controls



JBA's Rebekah Busse (left) met Clara Nusbaum who worked as Art Galt's Office Manager for 24 years.



Eric Rehm amazed his fans with his bubble making skills!



A surprise visitor to this year's Flour Drop was John Wise (facing Arnie and camera). In 1989, John and several other aviation enthusiasts founded EAA Chapter 932, becoming our first President. John has recently moved back to the area.



The Galt Airport clean-up crew!

[Click here to see more photos of JB Aviation's Flour Drop event](#)



Early Saturday the forecast may have looked iffy, but the weather at Galt Airport's little patch of Class E was magnificent. EAA932 Chapter members enjoyed an informal pancake breakfast offered up by Bill Tobin and his expert volunteers, while the JB Aviation staff finished preparations for their 12th Annual Flour Drop event.

Spectators set up lawn chairs or took seats on the pavilion where they could safely get the best views of the action. The kid's games were set out on the grass. A slight tailwind insured that both pilots and their "drop crews" were on their game. Continuous action and intense competition (as intense as friendly flour drop competition gets) kept the crowd entertained while the folks from Pop's Corn Crib kept everyone fed and hydrated.

The single Bullseye of the day was a drop by Trinity Jackel (3rd from left) from a plane piloted by Tom Neumann (4th from left). That team also scored First and Second Place hits. Team Wagner, (6th and 7th from left) with Finola doing the dropping and husband, Tom, at the controls, had the honor of taking home a medal for the "Most Spectacular Miss." In Tom's words, "It was an honor just to be nominated!" Additional medals went to Patrick McClellan (First Place) with pilot Brian Spiro (1 and 2 from left), and Adam Forgette (Third Place) with pilot Lee Reif 7th and 8th from left).





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Monday thru Sunday

JB Aviation Flight School News



Congratulations to John S! He flew his first solo on 8/9/2019. CFI, Adam F (left)



Congratulations to Lee R! He earned his Private Pilot's License on 8/10/2019. CFI, Mike N (left)



Congratulations to Adam G! He flew his first solo on 8/14/2019. CFI Dave S (left)



New Private Pilot! Congratulations Clayton J! He earned his license on 8/15/2019. CFI Josh C



Congratulations AJ! He earned his Private Pilot's License on 8/16/2019. CFI Dave S (right)



First solo! Congrats Ben K! He flew his first solo flight on 8/21/2019. CFI Dave S (left)



Off the Top of My Head

Cogitations from the Editor

You Can't Believe Your Eyes

We humans have an odd tendency to see things the way we expect them to appear. Our brains deceive us all the time. Close-up magicians are masters at leading our eyes to where we are convinced the ball or coin is, only to demonstrate how very wrong we are. Detectives know that witnesses are frequently mistaken. These are observational errors, where our brains mislead us by having us see what we expect rather than what is right there in front of our eyes.

It also why writers need editors. Just asks my wife.

The example that follows is true. For obvious reasons, I'll leave names out, although most of the people are long gone, as are the businesses, so you'll have to trust me on this.

Somewhat over 50 years ago, I landed a job as an apprentice at a small commercial art studio in Chicago. It was a time when most items were made and packaged here in the U.S. There were several major department stores that carried their own lines of goods: from house paint to major appliances, clothing to car batteries, and toys to tools. They all but owned the companies that produced their products and they kept numerous small art studios alive, feeding them the grunt work needed to keep their packaging updated. This was long before computers. Layouts were done using new-fangled colored markers rather than older pastel chalks, and finished art consisted of keylines and paste-ups on illustration board. I was one of the grunts but according to the job description, I was an artist.

We had recently finished creating additional packaging

art for the department store's top-of-the-line men's underwear. In this case, it was for a printed plastic bag that would contain white t-shirts. The layouts had been approved, type had been set and the paste-ups completed. The studio owner looked over the art and took it to the client who approved it and had the boards delivered to an engraver. There, film negs were shot and stripped together for plating which was then sent

to a large local specialty printer who printed and converted huge rolls of clear plastic into 3-color bags, each to hold three t-shirts to be displayed on shelves in the men's department of stores across the country. As far as the studio was concerned, our job was done and ready to bill.

Then the phone rang. "I don't think you really want to print these bags," the print shop rep said. "What do you mean? We got approvals and they put a rush on getting these out," my boss replied. The next thing he

heard made him sit down: "The heading across the front doesn't say 'T-Shirts.' You left off the 'r'."

Fortunately, the printer and my boss had worked with each other for years. What could have been an embarrassing and very expensive mistake was quickly fixed in-house and, as far as we knew, the client never learned of the it, and no one got fired.

Let me take a moment to make it clear that the error wasn't my doing...at least in this instance. I was busy drawing teeny banana characters to be printed on gum balls. Really. (Banana-flavored gum balls...an idea that *should* have gotten someone fired.)

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Back to the point: imagine how many pairs of eyes viewed the artwork before the pressman really *saw* it did. Everyone saw what they expected to see.

Just a few years ago, a new sign was ordered for the fueling area at Galt Airport. It was intended to show the current pump price of aviation fuel. The airport manager took one look at the freshly mounted sign and said, "Looks good, take it down. It says Galt Airport." (What is it about the letter "r"?)



Galt's gas pump sign with the AWOL "R" in place.

So how does any of this apply to flying? I was recently in the cockpit of one of Galt's C172s, preparing to go for a stage-check flight with Dick, an experienced CFI. As I worked through the preflight checklist, I checked the altimeter. It appeared to read slightly above Galt's field elevation of 875 feet MSL. I made a minor adjustment to the knob to correct the position of the large needle and moved to the next item. That's when Dick piped up with, "I don't think so." Huh? WhadIdo? I rechecked the altimeter and blurted out "875 feet." It was then that I first looked at the little hand on the dial. It was indicating slightly less than 0, not 1(000), where it should have been - and normally is.

It turned out that the last time that Cessna had flown was during JB Aviation's Annual Flour Drop event on the previous day. Dick patiently explained that it's common for aerobatic pilots to set the altimeter to Absolute Altitude, the actual height above the ground (AGL) which would be zero - rather than the field elevation (MSL). That way, they can instantly see how many feet off the ground they are during aerobatic maneuvers. He suggested that the pilot of the Cessna may have used the same technique to ensure that he was at the required 300 feet above the ground when his partner dropped their flour sack.

The following day, the barometric pressure had dropped a bit, so when I got into the plane the altimeter no longer read 0 but -920 feet. That meant that it was indicating a True Altitude of 955 feet below the field elevation (875 + 80).

The people I described earlier were all focused on the job at hand. Focus is not the issue. The way around observational errors is simply a matter of *being thorough*. Lesson learned.

By the way, my flight with Dick went perfectly.

At least, that how I remember it. 

For those who like to pick nits:

Yes, the ground at Galt rises beyond the end of Runway 27. That's where the bullseye is painted for the Flour Drop. That places it approximately 20 feet higher than the field elevation. In addition, the altimeter in a C172 sits about 5 feet off the ground, so you'd need to deduct that amount and set the altimeter to 15 feet to guarantee you'll be passing *exactly* 300 feet over the target. Then again, remember, this is supposed to be a fun event! 

Galt Traffic is published monthly on www.eaa932.org and also electronically distributed in PDF format to approximately 800 readers. You can download current and past issues from the chapter website at www.eaa932.org/newsletters.html. To be added to the distribution list, please contact editor@eaa932.org.

EAA Chapter 932 is a local chapter of the **Experimental Aircraft Association (EAA)** based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208)

EAA (www.eaa.org) is an international organization of members with a wide range of aviation interests, including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our website for more information about the chapter and events and activities at www.eaa932.org or on Facebook at www.facebook.com/pages/galt-airport-young-eagles/116543021696619

The President's Page

Arnie Quast, President, EAA Chapter 932

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Hello EAA 932 Chapter Members!

I hope that everyone has had a chance to get out and enjoy summer because a change in season is on its way. Temperatures will cool off, bringing some really nice flying weather and mother nature will put on her annual show of fall color, a great excuse to come out to the airport. Our chapter has several events lined up that you will not want to miss.

Looking back at Summer.....

Before jumping into our upcoming events, I would like to take a moment to reflect a bit on July and August. For our first time ever, Chapter 932 got to host a pancake breakfast in the Chapter Pavilion during AirVenture. Chapter member Deena Schwartz was instrumental in setting up this opportunity for us with EAA headquarters in Oshkosh. Just last week, I received an email from the EAA Chapter Office outlining our proceeds from the event. We served 344 breakfasts, and the net profit for our chapter came out to \$2,233.00! This breakfast was a



team effort by more than 20 of our chapter members who worked together, had a ton of fun and made some money for the chapter, which will be used to strengthen our chapter activities. Thanks to all for doing a such a great job!

On August 17 at Galt, we had an informal gathering in the form of an outdoor pancake breakfast, with a great turnout of chapter members and their families. As usual, Bill Tobin led a group of volunteers in preparing breakfast on our state-of-the-art "EAA 932 Pancake Production Line." Afterward, many chapter members joined with

other Galt families for an afternoon of fun with JB Aviation's Flour Drop. Click here to see more photos on our website gallery. The weather was beautiful, and flour "bombs" dropped steadily throughout the afternoon. JB Aviation reports that over 50 drop runs were made!

As the day progressed, chapter member Jeff Hill Sr. introduced me to John Wise, the founding president of EAA Chapter 932 in 1989 who has recently moved back into the area.

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*Arnie with John Wise,
the first President of
EAA Chapter 932*



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It was great to talk with him about what our chapter was like during it's earliest years. Our founding fathers appear to have been a dedicated group of people. They laid the foundation for the thriving EAA Chapter that we are today!

Chapter Gathering:

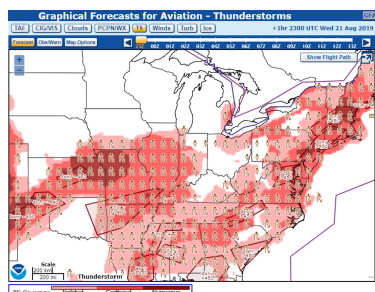
September 21st - NextGen Weather

Note the special date!

In September, our regularly scheduled chapter gathering has been moved to Saturday September 21 so we could schedule our guest speaker, FAASTeam representative Mordechai Levin. Mordechai will present an overview of some of the latest developments in the FAA's NextGen weather initiative and what that means for the forthcoming ADS-B environment.

From the FAA's Safety Team:

"Learn how to generate a weather briefing and file flight plans in the ADS-B environment. Obtaining a Next Gen briefing is fun, powerful and easy to learn. This will be a hands-on seminar. Participants are encouraged to sign up for a free account at <https://www.1800wxbrief.com> prior to



attending the seminar so you can actually practice getting Next Gen briefings and filing flight plans on your digital devices."

Attendance to this chapter gathering will count toward an FAA WINGS

Knowledge credit. I hope to see a great turnout for this event. A free, light lunch will be served at the conclusion of the seminar.

October 5th:

Planes and Puppies / Young Eagles Rally

The annual Planes and Puppies event held in conjunction with our Young Eagles Rally will take place on Saturday October 5th. This event is always well attended and is a great time for a great cause. The local animal shelter will happily introduce you to several dogs in need of good homes. We encourage chapter members to bring their own dogs along to take part in the fun fun on the Galt grounds. We will need a number of volunteers to help out with the

Young Eagles Rally, *especially pilots*. Keep an eye on the EAA932 website for more information from our Young Eagles Coordinator, Daniela Knoll.



October 12th:

Wright Brothers, Wrong Story!

On October 12, we'll get back to our normal second Saturday gathering schedule. We've been able to reschedule author, Bill Hazlegrove, to discuss his recently published book, *Wright Brothers, Wrong Story*.

Bill will have an interactive presentation that shares some little known facts about the Wright Brothers. Afterwards, the chapter will host a free, light lunch after the presentation. The author will have copies of his book for sale and will be available to answer questions.

November 9th: Chapter Gathering Featuring AOPA's Andy Miller

Once again EAA Chapter 932 is pleased to host our friend, Andy Miller, from the Aircraft Owner and Pilots Association (AOPA). Andy serves AOPA in many capacities and always has great information to share, so you won't want to miss this gathering! No matter what your level of flying experience may be, from student to licensed general aviation pilot, you'll want to see and hear Andy's presentation. Stay tuned in the coming weeks for further details!



Thanks for helping to make the Galt Airport community and our EAA Chapter a truly amazing and enjoyable place to be.

Have a great month and fly safe!

Arnie

Gone West

On July 19, 1989, a DC-10 took off from Denver heading to Philadelphia with 285 passengers and 11 crew members onboard. An hour and seven minutes later, at 37,000 feet, the tail engine suffered an uncontained failure that severed the hydraulic lines servicing the control surfaces. With only minimal control available, the crew attempted a landing in Sioux City, Iowa. A wing scraped the ground first and the airliner crashed into the runway. However, thanks to the outstanding efforts of the flight crew, 176 passengers and 9 crew members survived.

Captain Alfred Haynes passed away on August 26, 2019. He was 87.

[Click here to learn more](#)

Kudos to One of Our Own!

We received the following message from Megan Hart. Just a few weeks ago she had interviewed for a position at EAA headquarters. We are happy to report that she got the job! Let's let her describe it in her own words...

I am beyond excited to be joining the Chapters Team at EAA as a Chapter Field Representative! I'll be responsible for helping the almost 900 EAA chapters across the country. This is a great opportunity to take what I have learned from everyone at Chapter 932 and pay it forward! Not all chapters are as active as ours, and I hope to help struggling chapters reach the same level of passion and involvement that EAA 932 shares.



Congratulations Megan!

Once again, bringing up the rear is:

Planes On Posts

EAA Member, Tom Wagner, submitted this great photo of a B-25 at Goodfellow AFB in San Angelo, Texas. (Tom actually submitted two images but we're going to let the excitement build 'till next month for the other one. Oooo...the anticipation!)

A plaque below it reads that it "saw service from September, 1944 through May, 1959. The aircraft was then retired and displayed proudly by the city of San Angelo. This proud old bird was returned to its final home at Goodfellow AFB in the Spring of 1983."

Thanks, Tom!

A heads-up to all Flour Droppers and/or anyone who thinks about parking their airplane outside of the FBO next year:

Tom and his wife, Finola, were the special winners of JB Aviation's Flour Drop award for the "Most Spectacular Miss." The word is, he's out kicking tires looking for a bomber for next year's competition. (Come to think of it, I'd watch where I park my car, too.)



In spite of the outcry, submissions are still welcome!
Send anything and everything you've got to
editor@eaa932.org